Typical Project Unit Costs for SRTS Infrastructure Applications and Other Uses

Rounded Costs	Existing Facility (Preservation or Non-Routine Maintenance Required)							New/Proposed Facility (Construction or Reconstruction Required)						
Cost per mile (5280 feet) in end-of-year 2006 dollars	Separate-Alignment Facility	Rail-Trail	Side Path on Both Sides	Sidewalk on Both Sides	Roadway Shoulder Both Sides	On-Road Bike Lane on Both Sides	Other Facility Type	Separate-Alignment Facility	Rail-Trail	Side Path on Both Sides	Sidewalk on Both Sides	Roadway Shoulder Both Sides	On-Road Bike Lane on Both Sides	Other Facility Type
PE (Project Development Costs)	$5,000	$5,000	$10,000	$5,000	$5,000	$5,000	$5,000	$20,000	$20,000	$30,000	$10,000	$15,000	$15,000	$15,000
RW (Right-of-Way Acquisition Cos	$0	$0	$0	$0	$0	$0	$0	$120,000	$60,000	$190,000	$70,000	$95,000	$85,000	$85,000
CN (Construction Costs)	$80,000	$80,000	$130,000	$50,000	$65,000	$55,000	$55,000	$230,000	$230,000	$370,000	$140,000	$185,000	$160,000	$160,000
Total Cost	$90,000	$90,000	$140,000	$55,000	$70,000	$60,000	$60,000	$370,000	$310,000	$590,000	$220,000	$295,000	$260,000	$260,000

Assumptions:

Assume one bridge/major small structure every 1.5 miles. Approx. $900 per linear foot of bridge/major small structure. Approx. $30,000 per bridge/major small structure.

Assume new 10-foot separate-alignment facility is the "base case", where PE = $20,000, ROW = $120,000 and CN = $200,000, for total of $340,000.

Assume rail-trail as same as separate-alignment facility, but with ROW cut by half, at $60,000 rather than $120,000.

Assume side path is 1.6 times cost of separate-alignment facility, but on both sides of an existing road/street with 8' not 10' width (as in separate-alignment facility or rail-trail).

Assume sidewalk is 0.6 times cost of separate-alignment facility, but on both sides of an existing road/street and 5' not 10' wide.

Assume roadway shoulder work involves widening existing 2' paved shoulder to 7' paved on both sides. Use 80% of cost of separate-alignment facility.

Assume on-road bike lane involves widening traveled-way pavement by 4' per side.

Assume other facility type is 70% of cost of separate-alignment facility.

Assume existing facility is 35% of new facility, except for ROW, which will be zero.

NOTE: Information is strictly for estimating purposes only and does not imply approval of any particular type facility.

Use these costs as a starting point and modify as appropriate to reflect actual project conditions and known costs.

Right-of-Way costs vary significantly by location and are only approximations. Use best available ROW costs.

Construction costs include construction inspection and engineering costs.

All estimates meant to reflect typical current costs as of 10/23/2006